it seted practically as a square sail. Nobody had ever seen a spinnas or set to this manner, and when the patriots w-re not suffering from consternation over the probability of the sail carrying away, they wondered at the marvellous picture.

The white yacht was indisputably drawing up on the green one. This was apparent when it was seen that the Shamrock found it necessary to substitute a balloon staysail for a emaller staysail. Apparently, she was not making speed enough to suit her trio of

Just then the patriots received a shock, the like of which has never been recorded in any other yacht race. The Columbia's spinnaker suddenly collapsed, probably because she was beading a little too far to the westward. It fell over the jib-stay to port, bringing the big spinnaker pole, a giant spar, bang against the stay. Then there was a great hustling aboard the Yankee fiver. Down came the pole again within half a minute after it had been dragged skyward, and again the Columbia bounded down the wind. There was a great hurrah and a good deal of silent thankfulness among the fearful Yankees, but the sail bulged so far forward and stood so far above even the truck of the Columbia's topmast that there was little hope among the most hopeful that the precious sheet of duck would be saved.

It was now blowing between twenty and twenty-five knots and that was another reason for thinking that the gorgeous spinnaker would soon be torn to tatters. Again the white yacht seemed to luff up a little, and again the big sail collapsed, falling over the stay to port There was more fright on the fleet. Then the Yankee sailormen got the great piece of canvas under control again, and pulses beat in some-what more natural fashion. The Columbia apparently had made an effort to blanket her rival and this, it was assumed, was one of the reasons why she had headed into the westward instead of keeping on her course. Later sh got on the port quarter of the Shamrock and stayed there for fifteen minutes or more.

The wind decreased a bit and this enabled the Deer Isle sailors to get the spinnaker pole down in its proper place, the weight of the pole helping them. An Old Dominion steamship away inshore, southward bound, headed out to take in the unusual spectacle. not until fifteen minutes after the start that the spinnaker of the Shamrock was released from the tight stops fitteen leet from the bead. Twelve minutes after the start the Columbia had set her gaff topsail. It set much better than the Shamrock's, and did a good deal more for her than the similar sail of the British bost. A general impression of observ ers on the boats of the attending fleet was that the Shamrock was more than her original lead ahead, but she was not. The boats were on almost even terms when they had gone over about seven-eighths of the course, and the Co-lumbia was then several hundred feet to the sastward, or to port, of the green racer. It was a pretty even contest down the wind, but running does not count much in a real yacht race

The speed of the yachts down the wind was so great that only the swiftest of the excursion steamers and none of the tugs, not even the best of the ocean-goers, could keep pace with them. Even the committee boat, Walter A. Luckenbach, accounted one of the speedlest tugs in the country, was unable to get to the turning point shead of the yachts, and the experts aboard of her took the yachts' time nearly a mile from the stake boat. All the little tugs and some of the side-wheelers were too slow to get back to the finish line in time to see the triumph of the Yankee boat.

The men on the Columbia were undoubtedly more familiar with their ship and with the weather hereabouts. They judiciously doused their working topsail when within six minutes. of the outer mark, divining that it would do them little good in the heavy weather work before them. It was thought that the hauling down of this bit of canvas so soon would materially help the British boat, which held on to here more than twenty minutes after rounding the mark. The wisdom of this seamanship on the part of the Columbia was demonstrated when she got on the wind.

All doubt as to who was ahead was dispelled at about 12:13 o'clock, when the Columbia was seen to pass to port of the green boat and head for the mark, which she luffed around, her men having quickly gathered in her spinnaker at 12:19. The Shamrock was in her wake. rounding only seventeen seconds later. The trained Deer Islanders were mighty quick in getting their ship into the wind. They trimmed sheets flat ait and headed northwest toward the Jersey beach on the starboard tack. The Shamrock's men were not quite so nimble. Her big mainsail seemed to get away from them. In order to trim it in they luffed up just after rounding, lost way Yankes craft with a builded grip on the wind. dashed across their course, apparently within three hundred feet of them, and bounded out on their weather bow.

The rollicking breeze was tearing the crests off the seas, and the bows of both boats were sometimes seen only dimly through the apray that often gushed half as high as the middle of their jibs. Never did Cup hunter and defender tear so wildly through the sens. The yellow-coated men of the Columbia were massed on the weather rall, and her lee rall was hidden under the rushing brine. Att mes when the wind came in squalls, the yachts showed big segments of their bronze under bodies.

The Columbia was beating steadily to windward of the green yacht, which was the first to go about. She stood to the northeast on the port tack at 12:40, the Columbia imitating her example a minute later. Ten minutes before the Shamrock went about she took in her working topsail, which she had been lugging since she rounded the mark. It had been all a flutter, and neither added to her comelines. nor her speed. The seas were somewhat heavier off shore, and the racers plunged into them a good deal more, smashing the spray in fountains from their bows, while hissing cataracts

Sir Thomas was getting a breeze, and, as he viewed the contest from the Erin, he doubtless realized that it was a little more than his noble eraft could stand and be a winner. The Shamrock took the lead in tacking. Her skippers were evidently anxious to break away from the Yankes deerhound. Whenever the Columbia went on a tack the Shamrock would split with her. At 1:26 when they had covered props bly about half of the windward leg the breeze had decreased a b't, and the Columbia made preparations to set her working topsail. A man was sent aloft to help in the work. Ten minutes later it was in stops along the topmast, but was not broken out. The Shamrock was not pointing well and was also being outfooted by the Columbia. To make up in footing what she was unmistakably losing in pointing, her captains decided to risk a small elub topsail, or, as the British put it, a jack She luffed up and lost nearly four minutes before she got the topsail drawing. For a time it seemed to be of no benefit to ber. She was simply lugging it. It finally added to her speed, however. She was then inshore and the breeze, having shifted to the west of north and attained greater velocity, helped her

somewhat. At this time the Columbia was plunging in the seas to the northeast. When she went on the starboard tack, heading landward, at 1:55, she heeled so far over that there were exclamations from the anxious watchers that she might carry away. When she slowly came around on the port tack about one minute after 2 o'clock, she was struck by a gale-like puff and knocked down so far that she was forced

These puffs came apparently from about north northwest, and headed the yacht off her The Shamrock unquestionably obtained a vantage by going inshore. She not only received a more favorable breeze, but got out of the heavier seas to the eastward. It was thought at first that the shirt of the wind would enable the yachts to make the finish in a few long boards and a few short ones, but the wind got around to the point whence it blew origin- This included patrol boats, excursion steam illy, that is north by east, and they approached

bia went on the starboard tack at 2:36:30 and headed for the finish, crossing at 2:40,

It did not require a mathematician to figure out her victory. Everybody knew it, particularly the men holding the whistle cords of all the steam craft in the flotilla. They gave the cords a yank when the Columbia swent majestically across the line, healing gracefully to port and for half a minute the clear autumn air was thick with the vapor of screaming steam. A few of the ships punctuated the screeching and the roaring of the whistles with

The Shamrock, which had been on the starboard tack, went about on the port tack at 2:30, and, after standing on that board nearly four minutes, went on the starboard tack again. She made for the line, crossing at 2:45:17. As she bounded over her sailors gathered in her staysail. Her tug, lying the Shamrock's colors, soon had a line on her and was heading for the Horseshoe. The greeting which she received from the excursion fleet and the yachts was not less enthusiastic than that which accountrated the victory of the wonderful white sloop. The Columbia's tug got a line on her, and, as the score of vessels of the flotilla surrounded her, she set from her port and starboard spreaders two American flags; another fluttered in the joyous northerly wind over her taffrail and a fourth flew from her topmast. All were radiant with the glory of a bright aftermoon sun. The yachts drew alongside each other in the

Horseshoe and Britons and Yankses lined up along the rails and cheered each other in the immemorial and beautiful way of true sports-

HOW THE RACE WAS SAILED.

Great Work in the Heavy Wind by Both

Victor and Vanquished. It is difficult to imagine the joy of the faithful yachting enthusiasts, who for three weeks have gone out almost daily to the Sandy Hook Lightship with the hope that a real stiff wind would be served up to the Columbia and Shamrock, to find yesterday morning that at last their wishes would be gratified. Never was a stronger wind in evidence at a Cuprace, at least within the experience of the present generation of yachtemen. The rival yachts sailed the course in a stronger breeze than that which fell to the lot of the Vigilant and Valkyrie II, in the last race of the series of 1803 when Lord Dunraven's boat carried away a spinnaker or two, which, as many believe, cost her the race. It was stronger than during that race between the Puritan and Genesta when both boats were forced to house their topmasts. They build boats with greater skill these days, and employ simpler yet stronger methods of construction. Instead of wood and manila rope they put in steel and wire. with the result that what would be a reefing wind fifteen years ago is simply a wholesail breeze nowadays.

There was nothing approaching a reef in yesterday's grand contest. On the contrary, the Shamrock sailed most of her homeward journey with a generous club topsail set above her gaff. The handlers of the challenger dared not risk that mammoth sail she was wont to flash on calm days, but the canvas was what would have been considered a very large sail before the Shamrock was built. The yachts were able to show themselves in an entirely ew light, thanks to yesterday's wind, and as a result the greatest race in the history of the Cup contests, as everybody agrees, was sailed.

WHITECAPS PLEASE ENTHUSIASTS.

Whitecaps breasted every wave in the harbor ong before the excursionists were aboard their boats. Their presence was an unexpected pleasure to the enthusiasts because little promise had been held out for such a state of affairs by those in charge of the Weather Bureau. At that everybody was skeptical about the wind holding strong throughout the day. The enthusiasts had been so sorely disappointed on so many oceasions during the past three weeks that they would not believe that the breeze would hold until the race was completed. But as the steamboats moved out through the Narrows and encountered the rougher waters of the lower bay, hope began to revive that at last the big sloops would be favored with the weather they had been praying for ever since the match was inaugurated on Tuesday, Oct. 3. The day was clear; at least it would pass under that head. There were wind clouds off to the northeast and they made their presence known in due time, passing off to the south only to be replaced by others of their kind. At 9 o'clock se wind showed a strength of fully 25 miles an hour. It did not hold that hard throughhat the race was sailed in tically varied between 20 and 25 miles an hour. During the last quarter of the contest it was very squally and more than once the spectators expected something to give way on board the rival yachts. Aside from the race itself, the wind was the feature of the day. It cut such a figure in the contest that it must be constantly borne in mind by readers who were not fortunate enough to be present when the Columbia outsailed the Shamrock and forged the ast link which chains the America's Cup to these shores. The day was not cold and the sea was not as rough as it would have been had the wind been blowing from an opposite direction, but at that the waves were high enough and angry enough to scare the timid ones. while they only filled the true yachtsman with

ecstasy.

SHAMBOCK GETS OUT EARLY As usual the Shamrock was the first to leave her moorings. She suiffed the breeze and was anxious to show the world what she could do with the wind blowing great guns over the ocean and turning the tip of every wave into a flying mass of spray. Before the hour of 9 o'clock she hailed her tug, the James A. Lawrence, and taking the line from the steam vessel was towed out around the point of the Hook. She set her mainsail on the way out, hauling it as stiff as her hearty orew could make it. Later in the day that sail suffered by comparison with the broad canvas of the Co lumbia. The wind blew so hard it showed up every imperfection and instead of the slightly rounded surface it was wont to exhibit in light airs, the slashing breeze from the north blew it iuto rolls of corrugated canvas.

The Columbia's mainsail, on the other hand, was as perfect as could be wished for, not a wrinkle or a roll of any kind was to be seen between boom and gaff. It held all the wind that it was asked to hold without showing an ineven surface. It is true the leech rattled as though it had the ague when the boats were to windward. But only a stretch an inch or two wide was affected. This did not interfers with

her sailing in the least. The Yankes boat, as usual, waited for the challenger to show the way out of the Horseshoe, and when the green boat was fairly started the Columbia, too, called for her tugboat and was drawn out toward the Sandy Hook Lightship. She had her mainsail up as high as it would go before the point of the Hook was passed. Before reaching the Lightship both boats dismissed their tugs and for an hour or more sailed slowly around the old mark awaiting the time for the start of the

At 10 o'clock the Columbia broke out her jib, and then both sent up a working topsail in stops. In England they call the sail a The fact that they were preparing header. to utilize their working topsail showed that they had great respect for the wind and that they did not propose to risk carrying away a topmast by pressing the club topsail into

EXCURSION BOATS NOT NUMEROUS,

The revenue cutters and torpedo boats were. as usual, early on the scene, arriving at their posts before 10:30 o'clock. The excursion boats were not numerous, and when the fleet had been counted it was found that there were just forty-eight vessels of every description or hand to follow the rachts over the course. ers, newspaper tugs and private yachts.

home by a sories of chore those. The Colum- | While they were waiting for the committee

to hoist the signals, the rival aloops jogged back and forth around the old stamping ground. They made easy stretches, not caring to test the wind until it should become necessary. They knew its strength, and decided that if anything was to be carried away it must be done while the race was on and

not before a start was effected. It was Shamrock weather, sure enough, at east it was the kind that Sir Thomas Lipton and his followers, from Designer Fife down to the coalheavers on the Erin, had been praying for and which they professed would enable the challenger to show herself in her best light. While the excursionists were waiting for the Regatta Committee to publish their orders, they speculated on what sails the yachts would carry. There was talk of housed topmasts, reefed mainsails, and so on, and everybody said that something was sure to go by the board before the race was ended.

The Committee boat anchored 200 yards east of the Lightship at 10:30 o'clock. The course signals were promptly run up on the tryatic stay. The course flags "DFG" were displayed and immediately everybody thumbed code books to ascertain what the letters signified. They signified south by west, which meant that the yachts would run down the Jersey coast to a point about eight miles off Asbury Park, a distance of fifteen miles, where they would turn a stakeboat and beat back in

the heavy wind for the finishing line. The log boat was promptly sent away to measure off the course. It was necessary that this tug should get an early start, because the racers were likely to make the journey at a rate of 11 or 12 miles an hour. There was every prospect that the slow division in the excursion fleet would get left in the shuffle. It was a very inspiring scene about the Lightship, but the pleasure-seekers had only a few minutes in which to take it in.

LEE RAILS UNDER WATER. As the time for the preparatory gun drew near, the rival sloops let themselves out a bit and heeled to the smacking breeze. Lee rails were under water in an instant and the spectators then saw that it was to be a slashing contest of speed. The first gun came at 10:45 o'clock as usual. The Columbia was just then passing up to the windward of the starting line. The Shamrock was half a mile over to leeward, but came racing up in great style. The torpedo boats which were clustered within the space utilized for manœuvring, tooted their whistles and hastily got out of the way. A half a dozen pestiferous tugboats which were also trespassing on forbidden ground scampered out of gunshot, leaving the space clear for the Shamrock and Columbia.

The Yankee boat was still under mainsail and 11b, but she had her staysall up in stops ready to do business with it at a minute's notice. Her crew were all in yellow oilskins. prepared for the roughest kind of weather. A few seconds after the gun was fired the Sham-rock broke out her working topsail. At was a sorry looking affair. It did not extend to within six feet of the peak of the gaff and was an ill-fitting piece of canvas. After she had passed the leeward mark that same sail cost her some ground.

At 10:53 the foreigner set her staysail flying. The Columbia followed her example and then both boats came close together and raced parallel to the starting line off to the east, with the green boat on the white boat's weather quarter. Not ten yards of water separated the rivals and they stood off to the east like a team of horses, both heeling like good fellows. They were still sailing in the wrong direction when the warning gun fired. There was yet five minutes for preliminary business. The Yankee boat raced out from under the lee of the Shamrock and the green boat came about on the starboard tack, the Columbia following immediately. They were now quarter of a mile or more to the eastward of the Lightship and they had yet two and a hall minutes to spare. The Columbia allowed the Shamrock to get a good start and then put

after her. SHAMBOCK FIRST OVER THE LINE.

Coming down toward the line the Shamrock found she had not timed herself right so she had to juff out a bit in order not to cross before the starting gun was fired. The Columbia raced off until she was 200 yards or so directly to windward of the line and then shaped her course for the start. The signal came at 11 o'clock. The Shamrock reached along parallel to the line with the wind abenm until she had gathered good headway and then, heading off. crossed with a fine rush while lowering her spinnaker pole to starboard.

Before reaching the line the Columbia shifted her course until it pointed right at the Lightship. She whipped out her spinnaker pole to out the day, for once or twice it dropped | starboard and then headed for the line. With to about 18 miles an hour, but the periods overwhelming impetus she made her start, and somewhat, and while they were fumbling, the out her vast spinnaker

The handican cun boomed just as the Shamrock was trying to spread her spinnaker to the wind. The big sail unfolded itself like a cloud until seven-eighths of its surface was exposed. Then it experienced the same trouble it had undergone during one of the trials two weeks ago. Her English satiors had fastened it too tight near the head and the heavy twine refused to break.

At least fifteen feet of the sail was still confined in stops and there was no way to get at it. The wind kept it away from the mast, and considering the wind that was blowing it would have been useless to send a man aloft with the idea of cutting the cord. There was nothing to be done except leave it alone and trust to the wind. It was more than ten minutes before heavy gust anapped the confining twine and allowed the sail to extend itself to its fulles dimensions.

In the meantime the Columbia was having lot of trouble with her big sail. The spinnaker pole was a light one, and the wind was so strong that the sail got beyond the control of the crew. It bellied forward until things seemed at the snapping point, carrying the boom high in the air. Her crew could do nothing with it and the wind suddenly carried it like a cloud of steam over on the port side of the ji stay.

COLUMBIA'S SPINNAKER USELESS.

The sail was absolutely useless to the yacht now and a groan of despair went up from sympathizers, as it was expected that she would have to haul the sall down and set it again before she could derive any benefit from It. But Capt. Barr altered her course a little to the eastward, and the wind taking it on the other side tumbled it over to starboard again. But hardly was it in place and the yacht brought to her course again before the wind slapped it over on the wrong side.

Once more the Columbia's course was altered and once more the sail settled into place again. But for the third time it refused to stay it place, and then the white bont's handlers deeided to try other means. They carried the tack well forward and let the pole go forward. too. Then they paid out the sheet and allowed the vast sail to belly away out forward. The wind stretched the sail out until at times it. was as high as thirty feet from the deck and considerably forward of the jib stay.

It was the most wonderful looking spinnaker ever seen on a yacht, and it is safe to say that never before had a sail of that kind ever been carried in that way. When the wind bellied it out to its fullest extent it looked for all the world like a letter P, the most representing he straight line and the sail the curved line Everybody thought the strain on the topmast would prove too much for that spar, but it stood like a major and not a mishap occurred o the Columbia throughout the day.

When her handlers finally decided that nothng more could be done with the spinnsker, and as it appeared to be doing grand work where it was they ordered the crew to break out the working topsail which had been up in stops since long before the preparatory gun was fired. Just before that the Shamrock had broken out a baby jib topsail in order that that sall might fill the space which was not allowed her spinnaker, which still refused to break from the confines of that contrary stop. These sails were set at 11:10, after the boats had been sailing nearly ten minutes.

All this time the Columbia had been creeping up on the Shamrock in spite of the trouble she

minutes had passed the Columbia was so near her rival that she took away some of the green boat's wind. They had crossed the line five or six lengths apart, but the American had wiped out a length or so of the Shamrock's lead. At 11:15 the wind finished breaking out the Shamrock's spinnaker, and as the sail filled full it put the little baby jib topsall out of business.

SAILING TWELVE MILES AN HOUR. The boats were going twelve miles an hour and leaving half of the excursion fleet behind them. The Shamrock tried to set more sail. She didn't relish the idea of the Yankee boat blanketing her and thought she could stand more canvas. So she hauled down her staysail and set a balloon staysail in its place. She luffed a bit to get a clear wind and came very near knocking her spinnaker over the jibstay, the way the Columbia's sail had gone only a few minutes before. The Columbia luffed, too, in order to keep the Shamrock directly in her lee and the action again caused the spinnaker to roll over to port.

This time everybody thought the sail would surely have to be hauled to the deck. But the Yankee boat felloff from her course again and the sail came back into place. In the brief period that it lay beloless over the libstay, the Shamrock had forged ahead with a jump and proved to everybody that unless the Yankee boat got her spinnaker to behave itself, she had no earthly chance of reaching the mark shead of the challenger. But from that time on there was no more trouble with the sail, and though it still persisted in bellying away out and forming the letter P, it kept in place and drew finely until it was hauled to the deck just before the stake was reached. At 11:22 the green hoat took down her jib and the stay was bare for nearly fifteen minutes before she sent up a larger sail to take its place.

It was a great race. Everybody was on the jump except the crews of the rival yachts who had now finished sail-bauling and were grouped far aft on the decks. It had settled down into a stern chase. At 11:30 the boats appeared to be in the same relative position as they were when they had crossed the starting line. Columbia's staysails and jib were not drawing at all while all of the Shamrock's canvas was still to the limit. At last the Columbia began to creep up on the challenger, and from that time until she passed her, just before rounding the outer mark, she showed a steady gain. After setting a large jib the Shamrock skippers decided that the Columbia's spinnaker ooked very well away up in the air, so they munipulated their sail until it also formed a letter P in connection with the mast.

COLUMBIA'S SPEED INCHEASES

Just before the noon hour the wind dropped ong enough to allow the Columbia to get her spinnaker down where it belonged, but when the breeze resumed full speed again it made an effort to lift the big sail ere: to port. It was down to stay this time, however, and no further trouble was experienced with it. The Columbia then hauled down her staysail, but set a smaller one in its place. This sail drew well, and the Yankee boat came up on the Shamrock with increasing speed.

The green boat then began monkeying with her sails again with the idea of striking some nappy combination which would permit her to hold the white boat in cheek. She took down her baby jib, but that did not seem to help matters any. Her and stay-all, small though they were, were not now drawing at all. She hedged in shore just a trifle while the Columbia hitched out a bit in order to provide

room enough to pass her.
At 12 o'clock the log-boat had thrown the stake overboard fifteen miles to the leeward of the Lightship. Then she wheeled broadside to the course and hoisted three red balls, so that it could be plainly seen where the turning point was located. But the stake itself was now visible to the naked eye and was less than three miles away from the sloops. The wind was not quite a. strong as it was at first, but it was plenty good enough for either of the boats.

The Columbia began to yaw and this caused her spinnaker to belly in and out. But in spite of this she gained on the Shamrock hand over fist. In fifteen minutes she had worn down one hundred feet of her rival's lead, and at 12:10 was nearly abreast of her. The Shamrock could not stop the onward rush do what she would. and the Columbia quickly passed her thirty yards to port. It was a great moment for the supporters of the American boat, and there was great cheering on more than one excur-

It was now a question whether the Columbia sould luff under the Lipton boat's bow and turn the mark or whether the Shamrock would be able to throw her off when the stake boat was reached. As soon as she got clear of the Shamrock she donsed her topsail and hitched a bit closer to the Shamrock.

At 12:17 both took in their spinnakers. They were now only a quarter of a mile from the mark and both heading straight for it. The Columbia seemed to increase her speed the nearer they got to the stake boat, and she was soon in a position to edge up under the Shamrock's bows and make a dash to round the Shamrock could not help herself and was forced to follow around in the wake of the

With a grand sweep the Yankee came up to the mark and turned with the green bow close on her heels. Her crew rushed to the main sheet and hauled it in with all the power they possessed, and as the white boat came close up to the wind her main boom was hauled in over her decks. The Shamrock came tearing along behind her, turning just 17 seconds after the Columbia's time was recorded When the figures were published on the Committee boat they read as follows:

Columbia.....

The Columbia had crossed the line I min. ate and I second later than the Shamrock. but she had wiped this out and beat her round the mark 18 seconds, a total gain for the leg of I minute and 18 seconds. It was now to be peat back against a heavy sea and in a wind that was blowing up to its full strength of twenty-five miles an hour again. There was great curiosity to see how the boats would not ander the prevailing conditions. No one would have been surprised had the canvas of both boats carried away. They reared and plunged in the element and threw great clouds

Before they had been travelling 100 feet the Columbia's deck was wet to the mast and her see rail was under water. She would bow to the influence of the wind, but would come un again shivering and sternly resume her slashing race. The Shamrock, having a higher freeboard, did not get her rail under water, but she made a wet passage of it, and before long the foot of her mainsail was wet from the mas

When the green boat got around the oute mark her crew were very slow with their main sheet. They tugged on it, but the boom would not come in fast enough. The Columbia swooped up across her bow, took a fresh pull it her sheet and headed off again. Ten seconds later she luffed again and flattened her sheets still more. Then Captain Barr pointed her as high as he could and she raced off on the port

TANKEE WELL IN PRONT.

By the time Shamrock got her sheets hauled flat her rival was over a quarter of a mile away. heeling to the wind under mainsail, jib and staysail. The eastern division of excursion steamers which had followed the bests in their run down to the mark rushed over and joined the western or inshore division as soon as the boats got fairly well started on their heat home. The revenue cutters had kept them away off to the eastward on the run down and they wanted to get under the protection of the forpedo boats which guarded the inshore side but which allowed the pleasure were heading northwest on the starboard topsall, and it was not doing her a bit of good. The whole body of the sall should have been up higher.

After both boats had got their sheets flattened

rock hung on grimly and refused to allow the Columbia to increase the lead she had acquired while the green boat was losing time in getting her boom aft. At 12:30 the green boat took in

her useless topeait. Both boats were now under the same canvas, mainsail, illi and staysail. Columbia had up a small staysail which was doing wonders and her jib was keeping her up to the wind in great She pointed nearly half a point higher than the Shamrock and began to foot faster. Then it was that the Shamrock's mainsail was seen to be an ill-fitting affair. There were rolls in the leech of it and it did not set as flat as it should have done. Capt Hogarth pinched up the Shamrock until her jib shivered in the wind. Then he put her off rull again, but try as he might the green boat could not hold her rival in check.

The Columbia stuck to her course plowed straight ahead with tremendous speed. Keeping on that way would not do the Shamrock any good, so at 12:40 she came about on the port tack and stood out to sea as if ashamed to let people know how far she was being left astern.

The Columbia followed her a minute later. and then it could be seen that she was nearly a quarter of a mile ahead. She was pointing higher, as could be observed by the shadow of the sun which fell on her sails. Half of her mainsail was light, whereas all of the Shamrock's was dark.

THE BACE OF A LIFETIME.

It was just the wind everybody had been praying for, and the race so far was the race of a lifetime. The Shamrock again tried to head up, and the sunlight showed on her mainsail. But it was only a fleeting glimpee. and she soon dropped back. Every time Hogarth pinched her she lost her speed, and in order to do any footing at all he had to keep her a rap full.

Her crew took a pull on the peak halyard to see if they could get a roll out of the sail. But it was of no use. Everybody was enjoying the racing, including the inhabitants of Long Branch. The Jersey shore snowed up brightly in the sun. The further out the rivals got the mayler they encountered the sca They were browing up apray to the height of fifteen feet The Columbia got a favorable slant of wind

and was able to head up more than a point higher than the Shamrock. The rival boat came about on the starboard tack and the Columbia followed within thirty seconds, and both were now heading inshere toward a point a little to the north of the Highlands of Navesink. The wind was so heavy that the supporters of the Yankee boat wanted her topmost to-

scoped into the mainmast. She had no topsall above the gail and those who wanted to see her win thought it was unwise to leave the spar up when it was only the work of a few seconds to send it down through the steel mast. But the handlers of the Columbia know what they were about. The boat was doing very well, as it was, and their past experiences with the fickle wind told them it would be well o have that topmast up so they could white out a topsail if it was deemed wise to make the move.

All this time the Columbia was gaining on the green boat and shortly after I o'clock had established a good half mile lead. The wind was still steady from the north by east. The Shamrock tried to pinch again, but the effort stopped her, as she had to head off again. The way the boats were travelling through the water led many to believe that it would be a record race.

SHAMBOCK CANNOT GET UP.

The Yankee was travelling so fast that in desperation Capt. Hogarth tried his short-tack game again. He put the Shamrock about at 1:18 and the Columbia promptly followed. Hardly had the white boat got straightened out when her green rival came about on the starboard tack heading inshore. She accepted the challenge and tacked also. Fifteen seconds later the challenger put about again and headed out to sea. Her rival waited until she got directly to windward of the other boat and then came about. Before she was fairly around Shamrock tacked in shore again. This time the Columbia waited three minutes before she headed in the same direction, but no sconer had she come about than the Shamrock went in stays once more. During the last ten minutes the wind had fallen eighteen or twenty miles an hour, and the Columbia at 1:30 sent her working topsall up it stops, ready to break out if the breeze should get much lower.

There was no answering move on the part of the Shamreck. She knew her ill fitting topsall would do her no earthly good, so she kept it below the deck. At 1:31 the Columbia put about on the starboard tack and headed out to sea. Every one expected that the topsail would be set, but it remained in its stops. The Shamrock tacked fifteen accords later than the Columbia and headed inshore. Four minutes later the Yankee boat came about on the starboard tack and the challenger promptly went on the port tack. This was at 1:35. At 1:40 they split tacks again, the Shamrock persisting in keeping her head in the opposite direction from that of the Columbia. The breeze was piping up again and from that time until the end of the race it was quite squally.

The Columbia people saw the gusts sweeping over the water and decided not to break out the working topsail. She finished the race as she started her beat under mainsail, staveail and jib. Things began to get desperate on the Shamrock, Her handlers decided that herole measures must be adopted even if her spars went by the board. At 1:44 she luffed sharply into the wind and at the same time the excursionists saw a club topsail rising above the gaff. While the delicate operation of setting this sail was being performed the boat was practically at a standstill. She headed off, then juffed and headed off again in order not to lose all her headway. and it was fully five minutes before the topen was finally adjusted.

LEAD OF A MILE AND A HALF.

In the meantime the Columbia was racing long in fine style. The wind was favoring her, too, and she was able to head close up the Lightship. Before the Shamrock got ready to do business again her rival had secured a lead of a mile and a half. Finally the Shamrock got things fixed and came about on the port tack. This was at 1:50. The wind struck her club topsail and the boat keeled far over. Everybody expected a crash, but none came. Twenty times within the next ten minutes she bowed low to the force of the wind and twenty times her startled seamen cast anxious glancos nioft. But everything held in fine style and the beat finished her race without having parted a rope. But every time she heeled she showed yards of bronze bottom and her crew was kept scrambling up to the windward rail. Meanwhile the Columbia was heeling to it also, but the wind had knecked her off, while it

came to the Shamrock more from the west. At 1:55 the Yankee came about on the starboard tack and raced in shore to find the wind that the Shamrock was enjoying. It was mighty good judgment on the challenger's part in standing in. She was able to head up three points higher than the Columbia, and the way she cut down that lead of a mile and half threw dismay into the hearts of the Vankee boat's supporters. She came on like a ace horse, and in the period of ten minutes had picked up half the distance that separated her from the Columbia. Finally the American, getting on the Shamrock's weather bow, came about on the port tack. She had succeeded in getting that favorable wind, and at once obecked the green boat's carper.

From that time on it was a close race be-tween them, the Shamrock standing well under her club topsail but not being able to make any further gain on the white boot side but which allowed the pleasure. When the winner finally crossed the line there seekers to get their money's worth. The bank was just a difference of about three-quarters of a mile between her and the challenger. tack. The Shamrock still carried her working | Soon after tacking at 2:01 a heavy puff of wind eaught the Yankee boat and heeled her away over. She had to come sharply into the wind and shivered there for an instant while she recovered her breath. The squall soon struck was having with her spinnaker. Before many it became a merry race. For a while the Sham- the Sham- the Sham-

the weather rail as possible, while the boat powed low to the blast

HEAVY WORK FOR BOTH BOATS. There never was such a grand, slashing Cup

White caps were still on every wave and the wind sent spray flying to leeward. There were dark, squally clouds overhead. The wind kept knocking both boats down and they made rather heavy work of it for a time. But they were reeling off the miles at high speed and the Lightship was not far abend. The excursion steamers made to: it rell mell in order to be in at the finish. The boats were heading about two points off the finishing line, and would yet have to make several tacks before they could finish their race. They were pinching the Shamrock again, but everybody realized that, barring an accident to the Columbia, all hope of Sir Thomas Lipton's li'ting the Cup was gons. They rushed past the Highlands of Navesink as the vanguard of the excursion fleet neared the Sandy Hook Lightship. The harder it blew the more Columbia seemed to like it. She was in better trim for heavy wind and did not cause he auxiety which the Shamrock's club topsail must have occasioned here aptain and crew. At 2:20 the Columbia was not over two miles from the Lightship. The boats made a long board of it, not wishing to make any more tacks than was necessary to fetch the mark. They footed it at great speed, but neither was able to change the distance of the three-quar-

ters of a mile which separated them. At 2:31 the Columbia came about on the starboard tack but could not make the mark. so a minute later she put about again and tried it in the other way. At the same time the Shamrock went in stays and filled away on the port tack. Capt. Barr began pinching the Columbia in an effort to fetch the line, but it was no use, so at 2:34:30 he put the Columbia about on the port tack again.

OVER THE PINISH LINE AT LAST Two minutes later the white boat came shout on the starboard tack, and again Capt Earr pinched her close up to the wind. This time his efforts were successful. The Columbia lost some of her speed, but she was able to pass through the line within thirty feet of the Lightship, amid the salutes of the assembled

xeuraion boats. Away off to be ward the Shamrock was dunging along in a hopeless sort of a way. She was three-quarters of a mile leeward when the Columbia crossed. the excursion fleet waited to see her fluish. She made two or three short tacks and finally crossed the line. The steamboats gave her a royal salute. She got a greater reception than the Colum ladid when she finished, but she did not get the Cup. Hir Thomas Lipton on board the Erin steamed up to the Lightship displaying two huge American flags on his yacht. The flagship Corsair, with Commodore Morgan aboard, broke out her six big American flags. the Columbia dressed herself in four and some of the excursion boats followed suit. Then the rival yachts called for their tugboats and were towed back into the Horseshoe. THE SUMMARY.

Outer ElawerCorr eted
Start. Mark. Finish. Time. Time.
N. 8. H. M. 8.
Columbia1 (0) (30) 12 (1) (10) 2 (40) 00 (3) 80 (22) 3 (10) (0) 8 hanrock11 (00) 34 12 (10) 17 2 (40) 17 3 (44) 10 3 (44) 43 Columbia gained 1 minute 18 seconds in the Ad an even chance at it with my competitor. run to the first mark, and gained 5 minutes on the beat home. Total gain, 6 minutes, 18 scconds. The Shamrock allows the Columbia 16 seconds in thirty miles, so that the Columbia won by 6 minutes, 34 seconds, corrected time,

SIR THOMAS WILL CHALLENGE AGAIN. Says He May Send Another Yacht to Try to

Sir Thomas Lipton will challenge again for the America's Cup. He acknowledged that the Columbia was the better boat yesterday long before the race was finished. He said that she had beaten the Shamrock in weather just suited to his yacht and he was one of the first on the Erin to admit the defeat of the challenger. He said that he was pleased that here had been a good breeze for the last contest, because it precluded the possibility of any excuses for the Shamrock. He paid graceful compliments to the Columbia, her owner and designer, and declared that he had received the best and fairest treatment that could have

As soon as the Columbia had crossed the finishing line, Sir Thomas ordered that the Stars and Stripes should be mastheaded and then yacht he called for "Three British cheers" for her. Sir Thomas and the Erin had a triumphal progress back to the Horseshoe and he could not have been more royally treated if the Shamrock had won the Cup. Then he showed again what a true approximan he is by ordering his launch and going over to the Corsair, sayner than have them come over to the Erin to condols with him. He was cortially greeted by Commodore Morgan and later by C. Oliver.

The Black Bird with the guests of Sir Thomas Lipton left the Battery as usual, about 8 o'clock, and all were delighted that there was a brisk breeze blowing, which promised to make the race an exciting one; and all were glad, too, that there was to be Shamrock weather at least for one day. The water in the harbor was quite rough and there was some difficulty experienced in transferring the guests from the Black Bird to the Erin. Sir Thomas received his guests as they went on board, and his face was wreathed in smiles at the prospect of a rattling good contest. Every one on board the Erin from her sportsmanlike owner down were bubbling over with excitement. Capt. Matthews was on the bridge. He glanced anxlously to windward to see if the wind would hold. Chevalier de Martino was ready to put on paper the stirring scenes that all declared were sure to take place. The other guests talked about the race, and the sallors got to work with a will to get the yacht under way in order to reach the starting line as soon as pos-

sible. SIR THOMAS ON THE BRIDGE. When the Lightship was reached the two

yachts were sailing about under lower sails. Then the course was signatled. Sir Thomas took his usual stand on the flying bridge, and with him were Chevaller de Martino and Sir Henry Burdotte. The other guests were on the bridge deck and the crew all lined up against the rail. The yachts started and the run down the wind was watched engerly. When the Columbia's spinnaker lifted up over the stay it was thought that it had carried away and expressions of sorrow were heard from all. It was soon found that there had been no accident and all were glad that a mishap was not to mar the race.

The run down the wind was close and exciting, and then when the yachts reached the outer mark and the true toat of the race began the excitement was intense. Both boats hauled on the wind and stood on the starboard tack in toward the New Jersey shore. It would oon be shown then which was the better boat The Shamrock's ill-fitting topsail attracted attention because in all her races her sails had set so perfectly. At first it seemed to those on the Erin that the Shamrock was going through the Columbia's lee, but after a few minutes' sailing it was seen that she was going off to seward almost as fast as she was footing, and hen hope was given up. Sir Thomas watched the yachts carefully

"Nature Abhors a Vacuum.

Nothing in the world stands still. If you are well and strong day by day the blood supplies its tide of wigor. If you are ill, the blood is swrong and carries increasing quantities of diseased germs. You cannot change Nature, but you can aid her by keeping the blood pure. Hood's Sarsaparilla does this as nothing else can. Be sure to get Hood's, because





Which is safer to carry, an overcoat or a cold?

Here's every good sort of overcoat, \$10 to \$50; very bobby, half-and-half, or long; light, medium or heavy weight.

Maybe we're too far in advance; but we must head the procession.

Greens are coming in - following "in the wake" of the Shamrock. Six patterns of that kind now

in stock, sack coats or walking coats; \$28 to \$32. And everything else man or

boy wears. ROGERS, PEET & Co. 330 Broadway, cor. Leonard. 559 Broadway, cor. Prince. Thirty-second and Broadway.

until the first tack was made and then when the distance the Columbia had gained was noticed

he cosed his glasses, came down from the bringe and said: "Columbia is the better boat. The race is all over unless there is an accident, and I sin-

cerely hope that there will be none. Shamrock is beaten in the weather that we wanted for The race was watched for some time after that but not with so much interest and it was plain that the Columbia was drawing away all the time. Sir Thomas chatted with his guests

have known from any action of his that he was the owner of the defeated boat. COMMENTS BY SHAMROCK'S OWNER.

He was keenly disappointed but no one would

At luncheon he was the life of the party, and just before lunch had been finished he rose

from his seat and said:
"I am glad to see you all at my table now. I came over here to try to "lift that Cup," as you say, and have not done it. I never said I would My opponent never said more than that. If it had been a sure thing there would have been no sport in it. Whatever I may have thought before, I am now convinced that the Columbia is a better boat than the Shamrock. The first race was a disappointment; the second an acident. To-day we had a fair wind, what was

supposed to be Shamrock's weather. "C lumbia won on her merits, and she is a better boat. If I have not succeeded in lifting the Cup I have proved what I said to the British public when I left, that an English gentleman could come over here and if he acted like a gentleman he would be treated like a gentleman, and be accorded absolutely fair and sportsmunlike treatment. Under all circumstances I have satisfied inyself, and I think I have convinced the world that I was right in this belief. My opponents have treated me not only fairly but generously. They have granted all I asked, and, in short, I have had

nothing but fair play and sportsmanlike treatment from first to last. 'It is a pleasure to have to lose to such a rival as Mr. Iselin, who has proved himself a gentleman and a sportsman. Mr. Herreshoff has shown himself to be the greatest designer of yachts in the world, and the Columbia is a wonder. It was simply a question whether an English built beat could do so well. I am confident that the captain and crew of the Shamrock did all they could. They expected to have a boat turned over to them ready for sailing. While I say Columbia is the better boat, I wanted Mr. Fife to be on board Shamrock when she was salled He designed her and knew her weak and good points. As he was not present I cannot say whether she was at her worst or at her best If Mr. Fife had been there, there would have een no doubt. His absence has been a great drawback to me. I am not a sailor or a skipper, but I must say, so far as I can judge, the

her owners and her crew." CHEERS AND TOASTS. The toast was drunk by all and cheers were given for the Columbia. Sir Henry Burdette then said: "Sir Thomas, while you have falled to lift that cup you have done much more. You have lifted the hearts of the American people.

Columbia is the better boat. I shall try and

send another challenger if I can arrange it.

Now I want you all to drink to the Columbia.

and emperors cannot do that." Sir Henry told how he had come over to see for himself what truth there was in the stories that had been told of the treatment that foreigners received, and had found that no fairer treatment could have been accorded to any one in any part of the world. He said the course had been a perfect one and he had met no one but true sportsmen. He proposed the health of Sir Thomas, which was drunk, and Sir Thomas was loudly cheered.

Lieut. Von Boskerck, the revenue officer on board, sald in again toasting Sir Thomas: "I propose a toast to a king among rachtsment, an Englishman whose memory will always live in this country as a prince of

sportamen.

Lieut, Hall, stationed at Fort Hancock, said: While I am glad that our country won, I am imost as sorry at your losing the Cup." In reply to these compliments Sir Thomas "It is very gratifying to me to hear such sentiments, also to have you gentlemen of the

army and navy with me. We have not only been neighbors for some weeks, but you have done everything that could be done to make it as comfortable as possible for us. I have received liberties that I am sure my own government at home could not have extended to me. and if you, Mr. Hall, can prevail on your ge ernment to give me an acre and a half of land at Sandy Hook I might build a house there. am sure no Englishman knows Sandy Hook better than I do."

Judge Littler proposed the toast, "The President and the United States." He spoke of the good fellowship that now existed between the two countries, and said that the action of Sir Thomas Lipton had done lots to cement that friendship. He said no Englishman forgot the cheers given by the men on the Trenton as the Califops steamed out of the storia t Samoa some years ago, and he thought that Americans remembered the remark of Capt. Chickes er at Manila when, in answer to a question as to what he would do, he said only two men knew, that one was himself and the other Admiral Dewey. He said England was the most cordially-hated country in the world, and that America stood next because of the liberties enjoyed by the coopie of those two nations and their indecondence. The Queen was toasted, and then all went on deck to see the yachts again.

PUNISH SEEN PROM THE ERIN. The finishing line was near at hand. Columbin dashed over the line and three long and oud binets were sounded from the big whistle on the Eria. Then the time between the two rachts was carefully noted. The reception tendered to the Shamrock was very pleasing to Sir Thomas. He said:

"I would have liked to have won one race